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1. In late August 1953, Poland negotiated with East Germany on delivery in 1953 of 2,000,000 tons of low-grade pit coal from the Waidenberg district which was to be loaded in Maltsch on the Oder River near kilometer 304.8 and was to be transported to East Germany by water. Transportation was still a problem, however, as with the Oder River still running low water barges could not be used. Another problem for the Germans was the question of how coal cargo could be loaded in Maltsch, where, to the knowledge of the State Secretariat, Shipping, only three tugs and three cranes of between 2.8 and 4 tons lift capacity were available and where, in 1938, the total turnover had been 1,000,000 tons.
2. On 1 October 1953, the waterways main office in Rostock was merged with the waterways office in Stralsund with headquarters in Stralsund. Stern (fnu) was appointed head of the new office. The former head of the office in Rostock was to take over the office in Waren on the Mueritz Lake to replace Engineer Briese (fnu), who was assigned to the VEB Projektierung der Schifffahrt (Shipping Project Office) in Schwerin.
3. On 10 September 1953, Wilhelm Schulze, head of the DSU operational section in Berlin, was dismissed without notice on the grounds that he had tolerated criticism of the SED by employees, particularly of measures taken after 17 June 1953 and the elections in West Germany. Treder (fnu), head of the Port of Wismar, was also dismissed without notice on suspicion that he was an agent as he had a sailing yacht built for 30,000 Eastmarks. Feuerabend (fnu) head of the material supply section of the State Secretariat, Shipping, was dismissed on 18 September 1953, because his wife had collected a food parcel in West Berlin. The two were SED members.
4. After night trial trips had been carried out by a motor boat, night navigation was scheduled to be opened on the stretch between Hohensaaten and Niegripp on 1 September 1953. Some of the lights required for night navigation were, however, not yet installed. Almost all reflectors, e.g. those which had been scheduled to be erected in dry arms or on shoals of the river were still unavailable. The barge skippers disliked night navigation. They told, for example, that during an upstream trial trip on the Elbe River as far as Magdeburg, the skipper, dazzled by the bright lights ashore, was unable to make out the passage through the bridge. Source

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learned that dimming the lights ashore had proved difficult because of the shortage of material and the expenditures involved and that, therefore, the introduction of night navigation on the Elbe River was postponed.

5. On 2 September, shipments in Frankfurt/Oder and Gross Neuendorf had to be discontinued because of insufficient water depths in the Oder River. On 4 September, 1953, it was realized that 700,000 tons of coal could at best be shipped by water. Earl Solomon, Second Deputy State Secretary, on 11 September 1953, went to Warsaw to discuss the shipment of the 2,000,000 tons of coal the Poles had promised to deliver.
6. According to the 1953 plan, a total of 45,000 tons of pit coal and lignite was available for the requirements of the inland fleet. Source learned that, before 1954, the inland fleet would convert to pit coal, and that the lignite not used by the fleet would be made available for civilian consumption.
7. The inland harbor of Dessau-Mallwitzhafen had to be closed down because of rotten trackage and lack of wire ropes for quay installations. No funds were available for repair. The 92-ton crane was transferred from Mallwitzhafen to Dresden and was handed over to the State Railroads.

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